

# U.S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

A PUBLICATION FROM THE AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

Volume 5, Number 4

July-August 2001

## SENATE APPROVES FULL FUNDING FOR CONTRACT TOWER PROGRAM

The U.S. Senate approved its version of the fiscal year 2002 DOT/FAA appropriations bill before lawmakers left Washington for the August recess and provided full funding of \$70.5 million for FAA's regular Contract Tower Program, plus \$6 million for the cost-sharing program.

In report language accompanying the bill, the Senate Appropriations Committee said that it continues to support the contract tower program and the cost-sharing program "as a cost-effective way to enhance air traffic safety at smaller airports."

The committee said further that its recommended funding "includes \$70.5 million to fund the existing contract tower program, the remaining eligible non-federal towers not currently operated by the FAA and other non-towered airports eligible for the program. In addition to these resources, \$6 million is provided for the contract tower cost-sharing program. The committee has been informed that the St. Cloud, Minnesota Airport and the Tuscaloosa Airport qualify for inclusion in the contract tower cost-sharing program and the

committee recommendation includes funding for their participation."

The Senate bill also contains full funding of \$3.3 billion for the Airport Improvement Program (AIP). Other provisions in the bill provide full funding of \$2.914 billion for FAA's Facilities and Equipment account and \$6.916 billion for FAA Operations.

The House approved its version of the DOT/FAA appropriations bill on June 26 and provided the same amounts for the Contract Tower Program. Since the House and Senate bills differ in certain aspects, final provisions in the legislation must be worked out in a House/Senate conference after Congress returns to Washington on Sept. 4.

## CONTRACT TOWER WORKSHOP DRAWS RECORD ATTENDANCE

The AAAE/U.S. Contract Tower Association/FAA Contract Tower Program Workshop, held July 29-31 in Washington, D.C., drew a record number of more than 115 delegates from across the country for discussions and updates on the program.

FAA Acting Deputy Administrator Monte Belger gave the keynote address and emphasized that he is a "strong supporter" of the contract tower program. The program has proven to be cost-effective "and, more importantly, it provides safety and quality service," he said. "It is a good program and we will continue to support it."

Willie Card, manager of FAA's Contract Tower Pro-

U.S. CONTRACT TOWER  
ASSOCIATION

NEWSLETTER

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THE U.S. CONTRACT TOWER ASSOCIATION NEWSLETTER is published by the American Association of Airport Executives, the largest professional organization for airport executives in the world.

## ARTICLE HIGHLIGHTS CONTRACT TOWER PROGRAM

The July-August issue of AAAE's *Airport Magazine* contains an article on FAA's Contract Tower Association. The article may be accessed through the USCTA website at <http://www.airportnet.org/cta>.



Willie Card, manager of FAA's Contract Tower Program Office, updates conference delegates on the program's progress.

sharing portion of the program, he said.

Sam Whitehorn, majority counsel on the Senate aviation subcommittee, said efforts are underway in Congress to allow Airport Improvement Program (AIP) funds to be used for tower construction. Noting that Congress last year allowed two airports to build towers with AIP funds under a pilot program, Whitehorn commented, "We don't have a fundamental problem with using AIP for construction of towers."

Jennifer Biggy, a staff assistant for Rep. Roger Wicker (R-Miss.), updated delegates on the status of Wicker's legislation to make construction of contract towers AIP eligible, as well as equipment.

Ruth Marlin, executive vice president of the National Air Traffic Controllers Association (NATCA), outlined

the union's opposition to contract towers. She noted, however, "It is important to recognize that our organizations do have some common ground." Marlin pointed out that NATCA



reducing the number of towers with ATIS. She said the FAA and the National Aviation System "will step into the gap if steps are not taken to increase and speed up capacity improvements."

ATC contractor representatives Shane Cordes, president of Midwest ATC; Steve Christmas, vice president of operations of Serco Management Services, and Wes Cozart, president of RVA, Inc., fielded questions from the delegates about customer service initiatives. Case studies of current contract towers were given by Michael Covalt, manager at Flagstaff (Ariz.) Pulliam Airport, and

George Larson, manager at Jackson Hole (Wyo.) Airport. Representatives of Lockheed Martin ATM, Airport Innovations and AJT & Associates discussed tower displays and ATC equipment.

David Dobbs, DOT deputy assistant inspector general for aviation, and Richard Wentworth, ATC specialist for the National Transportation Safety Board, reviewed the contract tower program, stating that their agencies strongly support its objectives.

AAAE and USCTA express appreciation to the following companies for their financial support of the work-



FAA Acting Deputy Administrator Monte Belger gave the keynote address for the Contract Tower Program Workshop.

shop: AJT & Associates, Frequentis USA, CML ATC Technologies, Litton Denro, Midwest ATC, RVA, Servo Management Services, Lockheed Martin ATM and Quadrex Associ-

ates.

## AIRPORTS MAY REQUEST TO BE NAMED ON INSURANCE POLICY

One of the issues that came out of the recent contract tower workshop was the request by airports to be named as an "additional insured" on the insurance policy that covers the ATC contractors involved in the FAA Contract Tower Program. The policy provides \$10 million in liability coverage.

FAA has purchased a group insurance program for this coverage from ACE Property and Casualty with Marsh as the broker. This coverage is only for airports with FAA contract towers, regardless of whether it is a FAA-owned facility or an airport-owned facility.

If you would like to receive an insurance certification showing your airport as an additional insured, please contact Kim Lloyd of Marsh at (202) 263-7767, fax (202) 263-7700, or e-mail Kim.E.Lloyd@marsh.com. Include your complete title, address, phone, fax and e-mail. Lloyd will issue a certificate specifically showing your airport as an additional insured.

## SUPPORT GROWS FOR AIP FUNDS FOR CONTRACT TOWERS

AAAE and the U.S. Contract Tower Association are supporting legislation in Congress to make VFR control tower construction and tower equipment at contract tower airports-only eligible for Airport Improvement Program (AIP) entitlement funding. This proposed legislation would apply to prospective contract tower construction projects and equipment, as well as contract towers constructed and equipped since Oct. 1, 1996.

Rep. Roger Wicker (R-Miss.) has introduced H.R.1979 to make contract tower construction/equipment eligible for airport improvement program (AIP) grants. The bill would also make equipment, such as terminal radar displays, radios and voice switching devices, AIP eligible in all current FAA contract towers.

As of Aug. 17, the following 52 House members had signed on as co-sponsors of Wicker's bill: Tom DeLay (R-Texas), William Thornberry (R-Texas), Henry Bonilla (R-Texas), Ralph Hall (D-Texas), Martin Frost (D-Texas), Jerry Moran (R-Kan.), Jim Ryun (R-Kan.), Todd Tiahrt (R-Kan.), Charles Pickering (R-Miss.), Ronnie Shows (D-Miss.), Bennie Thompson (D-Miss.), Gene Taylor (D-Miss.), Walter Jones (R-N.C.), Dave Weldon (R-Fla.), Karen Thurman (D-Fla.), Ric Keller (R-Fla.), Virgil Goode (I-Va.), Philip English (R-Pa.), Melissa Hart (R-Pa.), John Peterson (R-Pa.), Tim Holden (D-Pa.), Jack Kingston (R-Ga.), Sanford Bishop (D-Ga.), Robert Aderholt (R-Ala.), Chris Cannon (R-Utah), Jim DeMint (R-S.C.), Wally Herger (R-Calif.), John Doolittle (R-Calif.), Darlene Hooley (D-Ore.), Asa Hutchinson (R-Ark.), Ray LaHood (R-Ill.), Jerry Weller (R-Ill.), Mark Kirk (R-Ill.), Lane Evans (D-Ill.), John McHugh (R-N.Y.), George Nethercutt (R-Wash.), Doc Hastings (R-Wash.) Bob Stump (R-Ariz.), Ed Pastor (D-Ariz.), Jeff Flake (R-Ariz.), J.D. Hayworth (R-Ariz.), James Gibbons (R-Nev.), Roscoe Bartlett (R-Md.), Barbara Cubin (R-Wyo.), Jim McCrery (R-La.), John Cooksey (R-La.), J.C. Watts (R-Okla.), Wes Watkins (R-Okla.), Dennis Rehberg (R-Mont.), Mike Simpson (R-Idaho), Mark Udall (D-Colo.) and Patsy Mink (D-Hawaii).

In related news, John Carr, president of the National Air Traffic Controllers Association (NATCA), said in a recent interview with AAAE's *Aviation News Today* that, "We'd love to be able to say we support the bill because we do fundamentally support adding towers to airports. I think our differences on this particular issue are really quite minor and they are somewhat finite, but they're nothing we can't work around."

Carr also reiterated his organization's opposition to the contracting out of FAA towers, noting that the organization, however, "supports airports that don't have control towers getting control towers." He said NATCA does not

oppose private contractors at these towers. "I don't think that that is our point of contention. Our point of contention lies in FAA towers being contracted out to non-FAA. Our point of contention lies in Level II and Level III facilities being contracted out to non-FAA facilities. Where there doesn't exist any service provider and a control tower is built, and (a private contractor) receives the contract for those towers, we don't oppose that. We support that. We support money being put into airports and the tower cost-sharing program pours money into those small communities and into those airports. Our fear is when you contract out a federal government tower you are taking resources out of the community and out of the tower and redirecting them elsewhere."

In a separate interview with *Aviation News Today*, DOT Inspector General Ken Mead described the contract tower program as "a good program," adding that, "There is a basis for expanding it to areas that aren't radar controlled...low activity towers. It's very controversial. I think the air traffic controllers clearly aren't supportive of it, but it's been a good program and it has a good record."

Mead said he "certainly" would be supportive of expanding AIP eligibility to cover tower construction and equipment. "People need to recognize that these contract towers often provide a safety service that you otherwise would not have and safety is certainly an essential objective of the Airport Improvement Program, so I think this ought to be an eligible category," he said.

## **CONTRACT TOWER PROGRAM EXPANSION STUDIED**

FAA has concluded that expanding its contract tower program to 41 FAA-operated Visual Flight Rule (VFR) towers could save the government nearly \$32 million annually.

The agency was responding to a congressional directive for information on the potential cost savings and other benefits of extending the agency's contract tower program. Although 71 VFR towers currently are operated by FAA, the report considered only those 41 that do not use radar for providing IFR (instrument flight rule) separation either through delegation of airspace or assignment of procedures. While noting the cost savings that would accrue by contracting out the 41 towers, FAA also said that relocating FAA controllers to other facilities "will increase the effective use of resources by providing a skilled labor force to replace retiring controllers and supplementing staffing at larger and busier facilities."

FAA said that since the implementation of its contract

tower program, "Significant cost savings have been achieved, ATC services have been maintained without derogation to safety and the quality of service to the customer has been maintained at a high level."

The agency noted that its fiscal year 2002 budget does not assume expansion of the contract tower program. In addition, the budget provides an additional 300 full-time equivalent controllers in 2002 and 2003, meaning that expansion of the contract tower program would not immediately realize the indicated savings.

Further, the budget recommends instituting improved business practices and market-oriented techniques to strengthen FAA's operations and reduce system delays, the report noted. "Therefore, during the next two years, the FAA will further evaluate expansion of the (contract tower program) to the 71 (towers) without radar capability. This evaluation will focus on those towers which either do not provide IFR or provide limited IFR services," the report said.

AAAE and the U.S. Contract Tower Association support expansion of the program to the remaining FAA-operated VFR towers.

The 41 towers cited by FAA are: Juneau International, Alaska; Lafayette/Purdue University, Ind.; Traverse City, Mich.; Portland-Hillsboro, Ore.; Everett Paine Field, Wash.; Fort Pierce, Fla.; Vero Beach, Fla.; Napa County, Calif.; Concord/Buchanan Field, Calif.; Grand Canyon Municipal, Ariz.; Livermore Municipal, Calif.; Santa Rosa Sonoma, Calif.; Prescott/ E. A. Love Field, Ariz.; Torrance/Zamperini Field, Calif.; San Diego/Gillespie Field, Calif.; Scottsdale, Ariz.; San Jose/Reid-Hillview, Calif.; La Verne/Bracket Field, Calif.; Palo Alto, Calif.; San Diego/Montgomery, Calif.; Hayward Air Terminal, Calif.; Mesa/Falcon Field, Ariz.; El Monte, Calif.; Phoenix-Deer Valley Municipal, Ariz.; Carlsbad/McClellan, Calif.; Chino, Calif.; Camarillo, Calif.; Denver/Jeffco, Colo.; St. Paul Downtown, Minn.; Pontiac/Oakland County International, Mich.; Minneapolis/Flying Cloud, Minn.; Chicago/Aurora Municipal, Ill.; Anchorage/Merrill Field, Alaska; Caldwell/Essex County, N.J.; Farmingdale/Republic, N.Y.; Wilmington/New Castle, Del.; Morristown Municipal, N.J.; Newport News, Va.; Northeast Philadelphia, Pa.; Manassas Regional/Davis Field, Va., and Poughkeepsie/Dutchess, N.Y.

## **CONTRACT TOWER COST-SHARING ATTRACTS NUMBER OF AIRPORTS**

Eighteen facilities were participating in the contract tower cost-sharing program as of August 1. They are: New Century Air Center (Kan.), Central Nebraska/

Grand Island (Neb.), Bolton Field (Ohio), Olympia (Wash.), McKellar-Sipes Regional (Tenn.), Hickory Regional (N.C.), Grand Strand/Myrtle Beach (S.C.), Springdale Municipal (Ark.), Salinas Municipal (Calif.), Shreveport Downtown (La.), Muncie (Ind.), Garden City (Kan.), Bloomington (Ind.), South Lake Tahoe (Calif.), Concord (N.C.), Henderson (Nev.), Jefferson City (Mo.) and Columbus, Ind.

Other towers expected in the near future to participate in the cost-sharing program are: Latrobe (Pa.), Beaver County (Pa.), Olive Branch (Miss.), Chennault (La.) International, Stillwater (Okla.), Victorville (Calif.), Manhattan (Kan.) and Knoxville Downtown (Tenn.).

For more information on contract tower cost-sharing, contact your FAA regional representative (listed on page 9 in this issue), or Willie Card, FAA Contract Tower Program manager, at (202) 267-9336, or fax (202) 493-5016.

## **SUGAR LAND AIRPORT TO GET RADAR SYSTEM**

(reprinted from the *Houston Chronicle*)

The Houston area's fourth-busiest airport, Sugar Land Municipal Airport, has leapfrogged past dozens of others to land near the top of the federal waiting list for a radar system.

The Sugar Land facility was listed 54th on the Federal Aviation Administration list, but with the help of U.S. Rep. Tom DeLay, R-Sugar Land, the equipment should be installed and operational by January.

Until then, air traffic controllers will continue to guide aircraft by visual flight rules.

Pilots using the Sugar Land airport have complained of a series of near midair collisions, but only one such occurrence—in May—has been reported to the FAA.

The National Transportation Safety Board has recommended that smaller airports be equipped with radar after it investigated five midair collisions around the country in recent years.

A group of pilots who use the Sugar Land airport cited the NTSB report in pushing for the facility to get another radar system, which is not FAA-certified but is in use at airports that obtain an FAA waiver.

The pilots complained that airport and city officials ignored their efforts until late last year, when the Sugar Land City Council passed a resolution seeking the noncertified system, known as "TARDIS," which stands for Terminal Automation Radar Display and Information System.

Although acquisition of the new FAA-certified sys-

tem—known as “D-BRITE” for Digital Bright Radar Indicator Tower Equipment—resolves the safety debate at Sugar Land, a pilot who uses the facility said it means airports that were above Sugar Land on the waiting list must now wait longer.

“We’ve got what we need for Sugar Land, but we’ve got a bigger problem,” said David Edwards, a 61-year-old mortgage banker. “The other airports need radar as much as Sugar Land. We fly to those airports, too.”

Phil Savko, aviation director at Sugar Land, said the radar system acquired with DeLay’s help will not cost the city anything and is superior to the TARDIS system.

DeLay obtained the D-BRITE system earlier than its scheduled 2003 installation date by demonstrating that increased air traffic justified it, Savko said.

Air operations at Sugar Land Municipal Airport have increased from 70,000 a year in 1997 to 120,000 a year currently, he said.

## **SMALL AIRPORTS COVET CHEAP RADAR, BUT EVEN COLLISIONS CAN’T SWAY FAA**

(reprinted from the *Wall Street Journal*)

A student pilot flying a Cessna at a busy general-aviation airport just north of Chicago lined up to land. So did a plane flown by WGN radio personality Bob Collins.

“Do you see a Cessna in front of you?” asked the air-traffic controller in the Waukegan, Ill., tower. After a few seconds of silence, Mr. Collins’s response was chilling: “Just had a midair.” Both planes crashed to the ground, killing Mr. Collins, his passenger and the student pilot.

Seven months later at Fort Pierce, Fla., a Piper Cherokee and a Piper Aztec collided in clear weather three miles from the airport, killing both pilots.

Again, both planes were talking to the control tower.

The National Transportation Safety Board found that these and at least two other midair collisions last year had one thing in common: They occurred at busy small airports that lacked radar screens, one of the simplest and oldest air-traffic-control tools. Controllers, blind but for binoculars, couldn’t see the planes.

### **Naked Eye**

Across the country, 90 airports busy with corporate jets and small prop planes are in need of radar, according to Federal Aviation Administration standards. Several are even building new million-dollar control

towers, yet they still won’t have access to radar. This even though a basic system—operating at a few airports with good success—could be had for as little as \$25,000.

The reason: the FAA has refused to let the airports install the basic system. The agency is holding out for a much more expensive one that will take years to deliver.

“They’ve got a system that’s proven and that’s affordable, and yet they won’t let us have it,” complains Michael Moon, airport director in Stuart, Fla., which was also the site of a midair collision last year. “It’s an absolutely nutty situation.”

### **Vision Thing**

The simple system, called Tardis, was developed by an FAA engineer eight years ago. It piggybacks off the radar at big airports nearby, requiring little more than a phone link to the big radar facility, a PC, a high-resolution monitor and some software. “It’s as easy as hooking another television to your cable,” one NTSB investigator says.

A dozen airports that managed to get Tardis report life-saving results with it. Most got it only because they had mustered congressional pressure on the FAA or suffered a midair collision that prompted a public outcry.

“Someone is going to get killed because the FAA refuses to give it to us,” says Sally Sims, a pilot and FAA-certified safety counselor at Sugar Land, Texas, who recently had a near miss when a plane unseen by the control tower flew right over her plane.

Sugar Land, a busy Houston-area satellite airport that is about to open a new 90-foot control tower, has budgeted funds for a Tardis system, but the FAA won’t let it buy one. The FAA says it has plans to equip this and other airports in need of radar through a hand-me-down program. The agency intends to install new Raytheon Co. technology in bigger airports. As it does so, it will refurbish screens currently in use, called D-Brite, for the busier, small airports that lack radar.

### **Holding Pattern**

“We felt that the capability that best serves users and the public was the D-Brite capability we already have,” says Stephen Brown, FAA associate administrator for air-traffic services.

But this system, which also piggybacks off a radar signal from another airport, isn’t manufactured any longer. Parts are scarce, airport managers say. Sugar Land isn’t scheduled to get D-Brite until 2003.

Eventually, the FAA says, Sugar Land and other small airports will get the newer Raytheon system, known as STARS. But the agency’s \$1.57 billion program to put in the Raytheon system is several years behind schedule,

\$460 million over budget, and plagued with software problems. The FAA inspector general recently warned that tight scheduling of software testing may further delay it.

Critics contend the tug-of-war over radar at small airports reflects an FAA commitment to billion-dollar projects over easier alternatives. "The FAA has been criticized for being more interested in process than results, and with Tardis, that's a fair criticism," says Scott Lueckert, a National Air Traffic Controllers Association official. "How can you miss with something like this? It's minor bucks, and it saves lives."

The government's safety watchdog, the NTSB, has blasted the FAA for failing to get radar to busy small airports. "The Safety Board concludes that the installation and implementation are already seriously behind schedule and must not be delayed further," the NTSB said in an April letter to the FAA.

Mr. Brown of the FAA says his agency "fundamentally agrees" with the NTSB's recommendation. But he says the FAA won't allow installation of Tardis, even as a temporary aid, because the agency has never certified the system. Contending Tardis is "fundamentally no better than binoculars," he adds: "Our judgment is Tardis doesn't have the technical ability to be a certified product."

#### Tower Babble?

The only reason Tardis hasn't been certified, reply its developer and some who use it, is that the FAA refuses to test it. Tardis developer Mike Risley says that Tardis uses the same radar data as the hand-me-down system, has software written to FAA specifications, and continually tests the accuracy of its display. It operates fast enough and displays the same information that other radar displays have, such as a plane's altitude and speed. The few towers that have it report only three minor PC glitches in its history.

"It's not certified because of internal conflicts within the FAA," says J. Spencer Dickerson, executive vice president of the American Association of Airport Executives.

Mr. Risley, an FAA engineer in Kansas City, says he has been told to stop working on the Tardis system and keep quiet about it.

In a conference call last month recorded by a third party, an FAA official in Washington, John Timmerman, told Mr. Risley: "The FAA has chosen its approach. We've got to expect all agency people behind it."

When Mr. Risley protested, Mr. Timmerman said, "I thought you worked for the FAA also."

"The message is, I better get in line," Mr. Risley says. "I've been fighting them for years on this."

An FAA spokesman says that since Mr. Risley doesn't report to Mr. Timmerman, the call wasn't "directive," and Mr. Risley was merely being appropriately reminded of his responsibilities.

Tardis, which stands for Terminal Automated Radar Display and Information System, tracks planes down to at least 1,000 feet above the ground, where they're easier to pick up visually. Despite Mr. Brown's statement that it's no better than binoculars, controllers who use Tardis say it enables them to spot airplanes miles before they can be detected by eyesight. The controllers also say it lets them accurately gauge distance between planes, even if it lacks some of the bells and whistles of fancier systems.

"We love it," says Ted Lane, tower chief in Gainesville, Fla. One day recently, Mr. Lane says, he warned a Cessna climbing away from Gainesville about a plane that was flying right into the Cessna's path—but was too far away to be seen and wasn't talking to the tower. Without Tardis, the tower never would have spotted the plane, Mr. Lane says. Gainesville was able to get the system after its local member of Congress, Karen Thurman, wrote an order for Tardis installation into last year's federal transportation budget. McKinney, Texas, also got Tardis after political intervention, in this case from Sen. Phil Gramm. Says McKinney's tower chief, Dave Rush: "How often does it help us prevent trouble? It's a daily occurrence."

The FAA hasn't studied the experience of the dozen airports that have Tardis. Mr. Brown says the agency thinks this would be a waste of money.

Because the FAA hasn't certified Tardis, controllers who have it may use it only as an advisory tool and can't use radar language, such as "traffic at 2 o'clock, two miles." Instead, they may warn a pilot of a plane Tardis spots by saying, "To your right, maybe a couple miles away."

#### Lost in the Haze

That's a lot more than Stuart's controllers can do. Last year two pilots over the Florida airport clipped wingtips but managed to land safely. A controller had seen them but thought one was farther behind the other than it really was. Tardis could have painted a more accurate picture. "These big binoculars, that's the only way we have to spot airplanes," says tower chief John Milne.

On a recent day, a pilot radioed Stuart that he was over the Palm City Bridge, two miles from the airfield. Controllers couldn't pick up the white plane against a milky white background of high, thin clouds. "Some days you can't see them until they are on top of you," says Mr. Milne. Indeed, a white Falcon jet flying to Stuart wasn't seen at all as it neared the airport, prompting Mr. Milne to

*(continued on page 10)*

**FOLLOWING IS THE CURRENT LIST OF  
FAA CONTRACT TOWERS**

*(206 towers as of August 1, 2001)*

<b>AIRPORT NAME</b>	<b>FAA REGION</b>	<b>STATE</b>	<b>AIRPORT NAME</b>	<b>FAA REGION</b>	<b>STATE</b>
Bethel	AAL	AK	Detroit City	AGL	MI
Kenai Municipal	AAL	AK	Jackson	AGL	MI
King Salmon	AAL	AK	Anoka (Minneapolis)	AGL	MN
Kodiak	AAL	AK	Minot	AGL	ND
Dubuque	ACE	IA	Bolton Field (Columbus)	AGL	OH
Forbes Field (Topeka)	ACE	KS	Burke Lakefront (Cleveland)	AGL	OH
Garden City	ACE	KS	Ohio State University	AGL	OH
Hutchinson Mun.	ACE	KS	Lunken Mun. (Cincinnati)	AGL	OH
Johnson Co. Exec.	ACE	KS	Cuyahoga County (Cleveland)	AGL	OH
Philip Billard Mun. (Topeka)	ACE	KS	Rapid City Regional	AGL	SD
New Century Air Center (Olathe)	ACE	KS	Appleton	AGL	WI
Salina Municipal	ACE	KS	Central Wisconsin	AGL	WI
Columbia	ACE	MO	Kenosha Municipal	AGL	WI
Jefferson City	ACE	MO	Lacrosse	AGL	WI
Joplin Regional	ACE	MO	Rock County (Janesville)	AGL	WI
Rosecrans Mem'l (St. Joseph)	ACE	MO	Timmerman (Milwaukee)	AGL	WI
Central Neb. (Grand Island)	ACE	NE	Waukesha County Airport	AGL	WI
Martin State	AEA	MD	Wittman Regional (Oshkosh)	AGL	WI
Washington Co. (Hagerstown)	AEA	MD	Bridgeport	ANE	CT
Salisbury-Wicomico	AEA	MD	Danbury	ANE	CT
Trenton	AEA	NJ	New London (Groton)	ANE	CT
Tompkins County	AEA	NY	Brainard (Hartford)	ANE	CT
Niagara Falls	AEA	NY	Tweed-New Haven	ANE	CT
Oneida County	AEA	NY	Barnes Municipal	ANE	MA
Stewart	AEA	NY	Beverly	ANE	MA
Capital City (Harrisburg)	AEA	PA	Hyannis	ANE	MA
Lancaster	AEA	PA	Lawrence	ANE	MA
Williamsport/Lycoming Co.	AEA	PA	Martha's Vineyard	ANE	MA
Charlottesville-Albemarle	AEA	VA	New Bedford	ANE	MA
Lynchburg	AEA	VA	Norwood	ANE	MA
Greenbrier Valley	AEA	WV	Worcester	ANE	MA
Morgantown	AEA	WV	Boire Field (Nashua)	ANE	NH
Parkersburg	AEA	WV	Lebanon Municipal	ANE	NH
Wheeling Ohio Co.	AEA	WV	Eagle County	ANM	CO
Bloomington/Normal	AGL	IL	Grand Junction	ANM	CO
Decatur	AGL	IL	Friedman Memorial (Hailey)	ANM	ID
Meigs Field (Chicago)	AGL	IL	Idaho Falls	ANM	ID
St. Louis Regional	AGL	IL	Lewiston-Nez Perce Co.	ANM	ID
So. Illinois/Carbondale	AGL	IL	Pocatello Municipal	ANM	ID
Waukegan Regional	AGL	IL	Gallatin Field/Bozeman	ANM	MT
Williamson County (Marion)	AGL	IL	Missoula International	ANM	MT
Bloomington	AGL	IN	Klamath Falls	ANM	OR
Columbus Municipal	AGL	IN	McNary Field (Salem)	ANM	OR
Gary Regional	AGL	IN	Medford	ANM	OR
Muncie/Delaware County	AGL	IN	Pendleton Municipal	ANM	OR
Battle Creek	AGL	MI	Redmond	ANM	OR
			Troutdale (Portland)	ANM	OR
			Ogden-Hinckley Mun.	ANM	UT
			Bellingham Int'l	ANM	WA

<b>AIRPORTNAME</b>	<b>FAA REGION</b>	<b>STATE</b>	<b>AIRPORTNAME</b>	<b>FAA REGION</b>	<b>STATE</b>
Felts Field (Spokane)	ANM	WA	Acadiana Regional	ASW	LA
Olympia	ANM	WA	Houma	ASW	LA
Renton	ANM	WA	Alexandria	ASW	LA
Tacoma Narrows	ANM	WA	Shreveport Downtown	ASW	LA
Walla Walla Regional	ANM	WA	Farmington Municipal	ASW	NM
Yakima	ANM	WA	Lea County/Hobbs	ASW	NM
Cheyenne	ANM	WY	Santa Fe Co. Mun.	ASW	NM
Jackson Hole	ANM	WY	Ardmore Municipal	ASW	OK
Dothan	ASO	AL	Enid Woodring Mun.	ASW	OK
Brookley (Mobile)	ASO	AL	Lawton Municipal	ASW	OK
Tuscaloosa Municipal	ASO	AL	Univ. of Oklahoma/Westheimer	ASW	OK
Albert Whitted (St. Petersburg)	ASO	FL	Wiley Post	ASW	OK
Boca Raton	ASO	FL	Brownsville Int'l	ASW	TX
Gainesville	ASO	FL	Easterwood	ASW	TX
Hollywood	ASO	FL	Grand Prairie	ASW	TX
Craig (Jacksonville)	ASO	FL	Laredo International	ASW	TX
Key West	ASO	FL	McAllen	ASW	TX
Kissimmee	ASO	FL	McKinney Municipal	ASW	TX
Lakeland Municipal	ASO	FL	Redbird	ASW	TX
Melbourne	ASO	FL	Rio Grande Valley (Harlingen)	ASW	TX
Naples	ASO	FL	San Angelo	ASW	TX
Opa Locka	ASO	FL	Stinson Municipal (San Antonio)	ASW	TX
Page Field	ASO	FL	Sugar Land	ASW	TX
Panama City/Bay Co.	ASO	FL	Tyler	ASW	TX
Pompano Beach	ASO	FL	Chandler	AWP	AZ
Stuart/Whitham	ASO	FL	Flagstaff Pulliam	AWP	AZ
Titusville/Cocoa	ASO	FL	Glendale	AWP	AZ
Athens Municipal	ASO	GA	Goodyear (Phoenix)	AWP	AZ
Fulton County	ASO	GA	Laughlin/Bullhead City	AWP	AZ
Gwinnett County	ASO	GA	Mesa/Williams Gateway	AWP	AZ
Macon	ASO	GA	Ryan	AWP	AZ
McCollum	ASO	GA	Chico	AWP	CA
SW Georgia/Albany-Dougherty	ASO	GA	Fullerton	AWP	CA
Valdosta Municipal	ASO	GA	Hawthorne	AWP	CA
Barkley Regional (Paducah)	ASO	KY	Mather (Sacramento)	AWP	CA
Owensboro/Daviess Co.	ASO	KY	Modesto	AWP	CA
Greenville Municipal	ASO	MS	Oxnard	AWP	CA
Hawkins Field (Jackson)	ASO	MS	Palmdale	AWP	CA
Meridian/Key Field	ASO	MS	Redding Municipal	AWP	CA
Tupelo Regional	ASO	MS	Riverside	AWP	CA
Concord	ASO	NC	Sacramento Executive	AWP	CA
Kingston	ASO	NC	Salinas Municipal	AWP	CA
New Bern	ASO	NC	San Carlos	AWP	CA
Smith Reynolds (Winston-Salem)	ASO	NC	Brown Field (San Diego)	AWP	CA
Hickory Regional	ASO	NC	San Luis Obispo	AWP	CA
Isla Grande	ASO	Puerto Rico	Santa Maria	AWP	CA
Grand Strand/Myrtle Beach	ASO	SC	South Lake Tahoe	AWP	CA
Greenville Downtown	ASO	SC	Whiteman (Lancaster)	AWP	CA
Smyrna	ASO	TN	William J. Fox (Los Angeles)	AWP	CA
McKeller-Sipes (Jackson)	ASO	TN	Agana	AWP	Guam
Henry E. Rohlsen (St. Croix)	ASO	Virgin Islands	Kona/Keahole	AWP	HI
Fayetteville	ASW	AR	Lihue	AWP	HI
Northwest Arkansas Regional	ASW	AR	Molokai	AWP	HI
Springdale	ASW	AR	Elko	AWP	NV
Texarkana Mun./Webb Field	ASW	AR	Henderson	AWP	NV
			Saipan International	AWP	MP

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ask the pilots for their position again.

"Right on top of the field," was the reply.

Stuart relies on pilots to report their position. But those reports are often faulty. Sometimes, pilots look at their instruments, which say they are heading northward, and mistakenly report that they are north of the airport when they are actually south. Sometimes they misjudge distance, guessing they are five miles from the airport when they are eight miles out. Some even mistake the large, inland Inter-coastal Waterway for the coastline. Controllers have no way of checking, because binoculars let them see planes two or three miles away at best.

At nearby Fort Pierce, controllers handle 200,000 landings and takeoffs a year, with planes landing on intersecting runways and other intricacies. Even after the fatal midair crash last September, the FAA wouldn't let Fort Pierce have a radar system.

"How many people do we have to kill?" asks airport director Paul Phillips. "This is something that can be easily prevented."

The NTSB agreed in its April report, saying that both the Fort Pierce crash and one in Waukegan, Ill., probably wouldn't have happened if radar had been available.

In Waukegan, Mr. Collins and a passenger, Herman Luscher, were in a white Zlin 242, a swift single-engine plane, returning from a trip to Sheboygan, Wis., on the afternoon of Feb. 8, 2000. Student pilot Sharon Hock, a United flight attendant, was practicing her takeoff and landing skills in a single-engine Cessna 172.

Mr. Collins, Chicago's top-rated morning radio host, told the tower he was 15 miles away, inbound for landing.

"Are you coming down the shoreline?" the controller asked.

Mr. Collins said he was, although radar data captured from Chicago's big terminal-area air traffic facility later showed he was actually 4.5 miles off the shoreline over Lake Michigan.

About five minutes later, the Waukegan controller asked Mr. Collins for his position. "Just about a mile or two off the lake ... off the shoreline," he said. Radar data later showed he was almost four miles off the shoreline. The controller told Mr. Collins to "keep your speed up as much as feasible," to which he replied he was "peddling as fast as I can." The controller told the student pilot that he would send her farther away from the airport so she would follow the Zlin. She said she didn't see the other plane, which was about 3.5 miles away.

The controller later told the NTSB that he lost sight

of the student's plane only 1.5 miles from the airport and couldn't see Mr. Collins's plane at all in the day's haze. Again, the tower asked the Zlin for its position. "Just crossing the shoreline," Mr. Collins said, even though radar data showed he was still more than three-quarters of a mile offshore.

The controller asked the pilot of the Cessna if she saw the Zlin. She didn't. Had she passed the shoreline? "Getting there," was her response. Believing the speedier Zlin had crossed the shoreline and was closer to the airport than it really was, and that the Cessna was farther out than it was, the controller told the student pilot to begin turning back to the airport and follow the Zlin. "You should be No. 1, Bob," the controller told Mr. Collins.

Radar data later showed the student was just slightly in front of Mr. Collins. At that point, the controller told the NTSB, "something started to click [that] something was wrong." He used binoculars to try to get the aircraft in sight but could see only the Zlin.

Worried, the controller asked Mr. Collins, "Do you see a Cessna in front of you?" He didn't.

The two planes collided two miles from the end of the runway. Mr. Collins's plane crashed into the roof of a hospital and exploded. The Cessna crashed onto a residential street.

The NTSB concluded that Mr. Collins's failure to maintain a distance from the other plane was the probable cause. But the safety agency separately faulted the FAA for failing to provide airports like Waukegan with radar.

The high-profile crash produced an outcry for a radar at Waukegan. Basketball great Michael Jordan even took up the cause, threatening to move his private jet from Waukegan if the FAA didn't respond.

Two days after Mr. Jordan's statement, Mr. Risley got an order from his boss at the FAA: Install a Tardis system at Waukegan.

## **CORPORATE JETS HELPING SMALL AIRPORTS TAKE OFF**

(reprinted from the *Dallas Morning News*)

Many small airports in Texas and the United States operate like the lighthouses of centuries past.

A pair of binoculars at most of Texas' 380 airports is about as high tech as it gets when it comes to monitoring planes: no traffic controllers, towers or even a radar display.

But the corporate jet is having a dramatic effect at small suburban airports that once graced farmland but now are being surrounded by residential and business growth.

Housing a fleet of corporate planes can be big business for small airports. But as corporate aircraft owners seek less-congested airports for their convenience, the companies are pushing for more sophisticated monitoring equipment, including towers and radar.

Airport officials—from Denton, Arlington and McKinney to Sugar Land, Galveston and Georgetown—are moving quickly to outfit their facilities with air traffic controllers, towers and radar systems.

“Airports are a fantastic economic generator,” said Roger Harris, chairman of the McKinney Airport’s board of directors. “I’ve heard it compared—one corporate jet—to the equivalent of an eight-story office building” as far as tax revenue generated annually.

Across the nation, the number of corporate jets has boomed during the last few years—20 percent to 40 percent in Texas alone, according to the Federal Aviation Administration. For example, McKinney Airport now sees about 155,000 takeoffs and landings a year, compared with 104,000 in 1996.

Armed with their own fleets of aircraft, corporations are shopping the suburbs for airports that get them close to urban business centers but just on the edge of the congested airspace that surrounds larger commercial airports such as Dallas/Fort Worth International Airport.

“It’s all coming from the explosive growth in airline passenger travel,” said David Fulton, the state’s director of aviation. “As the airlines get more and more congested, many business people are moving to other alternatives.”

Pete West of the National Business Aviation Association said 50 U.S. airports serve about 75 percent of air passengers. But 5,000 airports around the country can be reached only by general aviation aircraft. And as they shop for airports, companies often want a more efficient and safer air traffic control system.

“It’s an additional safety device,” said Durwood Heinrich, chief pilot and director of aviation for Texas Instruments, which leases a hangar at McKinney Airport.

#### Awkward Timing

The corporate aircraft boom couldn’t have come at a more awkward time for the FAA, now in the midst of modernizing its air traffic control system nationwide.

The agency is gearing up to methodically install a new radar display, STARS, at the nation’s larger airports between 2002 and 2007.

At the same time, the FAA is trying to move DBRITE radar displays—the kind used by D/FW Airport and Dallas Love Field—into 90 smaller airports between this fall and 2006.

But eager operators of smaller airports want to circumvent the wait by buying software and monitors off the shelf, a practice the FAA has tried to discourage.

The most popular off-the-shelf system is called TARDIS, a radar system that can’t be installed without a waiver from the FAA. Airports are turning to politicians to apply lobbying pressure for the displays.

“Congressional interest is one of the factors to get into it,” said Diane Spitaliere, an FAA spokeswoman in Washington.

Because TARDIS does not provide FAA-preferred options such as automatic alerts that notify controllers when planes are too close or too low, the FAA would like these smaller airports to wait for the newer and, they say, better systems.

The system consists of a monitor and a modem, allowing controllers to tap into the FAA’s current radar picture so they can see planes miles before they materialize at the end of a runway.

Compared with waiting, some airport officials are willing to install TARDIS anyway, if they can get a waiver.

Officials in McKinney did just that.

With a possible hangar deal with Texas Instruments on the table, officials there didn’t want to wait for STARS.

Instead, airport officials lobbied hard to become one of 11 airports nationwide that now use TARDIS. Sen. Phil Gramm, R-Texas, helped McKinney get the waiver.

Before McKinney paid \$150,000 for TARDIS, “I’d just stand and look around,” controller David Roesch said of managing air traffic in McKinney.

Now, instead of relying on location estimates by pilots, controllers at McKinney can spot them anywhere in a 32-mile radius on a computer monitor. Eventually the airport will receive a free DBRITE system.

#### Sealing The Deal

The system helped seal the deal with Texas Instruments.

“Yes, we did ask for the radar before we made the move to the McKinney Airport,” said Kimberly Quirk, a company spokeswoman. “It was just something that we wanted done, and McKinney gladly complied.”

Money is one force driving improvements. But safety is the greater one, officials say.

“We look at it more as the commitment to safety,” said Mr. Harris, McKinney’s airport chairman.

A recent series of midair collisions involving airports that did not have radar displays prompted the National Safety Transportation Board last April to recommend installation of terminal radar displays at all U.S. airports with towers where radar coverage al-

ready exists.

The demand for better-equipped smaller airports also comes on the heels of a law change a year ago, FAA officials say. For the first time, these smaller facilities are getting a crack at federal funding for FAA-contracted airport towers, an option some may not have qualified for in the past because their operations were too small.

#### Tower Funding

Two years ago, to qualify for FAA tower assistance, smaller airports had to prove the expense was warranted through a complicated formula that measures flights and use. But now, a new formula allows smaller airports, such as those in Arlington and Denton, to be eligible for an air traffic control tower and the controllers to work in it.

You have to build it, have to provide the equipment and all the administrative furniture," said Larry Perkins, the FAA's contract tower program manager in Fort Worth. "We provide the air traffic controllers."

Towers, which easily can cost \$1 million, are paid for through local and state funding. A tower and at least 30,000 takeoffs and landings a year are the first requirements to gaining radar.

But for Arlington—like a lot of growing Texas cities looking at how they can make their airports strong contributors to the tax base—radar will have to wait until the tower is approved.

"Give me the car. I'll get the CD player later," said Bob Porter, director for Arlington Municipal Airport, where officials are waiting to hear whether they can build a tower.

Kidding aside, Mr. Porter said a complex mix of aircraft—jets, helicopters and single-engine planes—at small airports makes the upgrades worthwhile.

#### Eager For Upgrade

Sugar Land Municipal Airport outside Houston is about to open its tower. Officials there are already trying to get radar. They'd be willing to take TARDIS tomorrow if the FAA would allow it.

Pilots flying into Sugar Land can be seen by Houston air traffic controllers, but because Sugar Land, like many airports without towers and radar, operates under visual flight rules, the controllers are not required to make contact with the pilots coming in and out of Sugar Land and vice versa.

At Sugar Land, the number of takeoffs and landings soared from 68,000 in 1995 to 120,000 last year. The city bought the airport in 1990.

"Our primary mission is to enhance safety," said Phillip Savco, the Sugar Land airport's manager. "If they [the FAA] made this [TARDIS] available, we would jump at it. TARDIS, or any other system. We would jump at it."

## SUGAR LAND AIRPORT GETTING RADAR SYSTEM

(reprinted from the *Rosenberg (Texas) Herald-Coaster*)

In a press release, House Majority Whip Tom Delay, R-Sugar Land, announced that a Digital Bright Radar Indicator Tower Equipment (DBRITE) system will be installed and operational at Sugar Land Municipal Airport by January 2002, making that facility one of the first Visual Flight Rule airports to receive the latest upgrade to the DBRITE system. The airport currently operates only by sight.

The airport came under fire from concerned pilots in late May and early June, when a report of a near mid-air collision by a Sugar Land pilot caused other pilots to come forward with similar stories. Pilot Sally Sims reported a near-miss when a small airplane passed within 200 feet of the nose of her plane.

David Edwards, a Sugar Land citizen and Federal Aviation Administration (FAA) safety counselor at the airport, said near misses don't get reported for a variety of reasons, among them the fact that pilots feel near-misses reflect poorly on them, whether or not they are at fault. He also said there are two to three near misses at Sugar Land Airport every month.

Edwards and other pilots lobbied for the installation of a Terminal Automation Radar Display and Information System (TARDIS) at the airport after a National Transportation Safety board (NTSB) report revealed several mid-air collisions and near-misses across the country. The report concluded that the collisions could have been avoided if a TARDIS or DBRITE system had been installed at the airports involved.

TARDIS and DBRITE systems are computer programs which connect airport control towers with the Federal Aviation Administration (FAA), allowing access to flight information of approaching and departing aircraft. While conventional full radar systems cost about \$2.5 million to install, systems such as DBRITE and TARDIS cost only about \$25,000, Edwards said.

The city of Sugar Land had funds in its budget for TARDIS or DBRITE, but Edwards said for three years the FAA rejected the airport's requests to install one of the systems, even though the NTSB report recommended that all airport control towers with no conventional radar systems install DBRITE or TARDIS.

Edwards said he believes it is because of a Herald-Coaster article and KHOU-TV report in June, which led to consecutive reports in the Dallas Morning News and Wall Street Journal, that Sugar Land Airport was

moved from number 64 to one of the first on a list of nearly 90 small airports across the country to receive DBRITE or TARDIS.

“What this means is that we got somebody else’s DBRITE,” Edwards said, adding that he felt bad for the airports still waiting for installation of the system. “We jumped ahead because we campaigned for it. There are about 75 to 80 airports around the country that have the same need that we do. I’m grateful and the pilots are grateful. But the job is only half done.”

“I’m pleased that the FAA is installing a state-of-the-art safety system at Sugar Land Municipal by January of next year,” said DeLay. “A DBRITE system will ensure that pilots and everyone else flying into Sugar Land are guided in safely and efficiently.”

“The city of Sugar Land and Sugar Land Municipal Airport appreciate the assistance of Congressman DeLay in obtaining a certified surveillance system for our airport,” said Sugar Land Airport Aviation Director Phil Savko. “With the continued growth of the airport, this system upgrade will undoubtedly enhance the overall safety for pilots, passengers and all those who use Sugar Land Municipal.”

The FAA also issued a press release on the installation of the DBRITE system at Sugar Land Airport and that statement was followed by a press release Thursday from U.S. Sen. Phil Gramm (R-Texas).

“The folks in Sugar Land have been working a long time to upgrade safety,” Gramm said. “I was pleased to see the FAA recognize the importance of this project.”

A dedication ceremony for the Sugar Land Airport air traffic control tower will be held at 8:30 a.m., Wednesday, Aug. 22.

## **SMALLER LOCAL AIRPORTS MAY GET RADARS**

(reprinted from the *Palm Beach Post*)

Small airports with old or no radar equipment—the scene of midair collisions in Fort Pierce, Stuart and Boca Raton—may soon receive federal money to build air traffic control towers and upgrade radar devices.

The Senate Transportation Committee unanimously approved a bill Thursday that would provide up to \$1.1 million for improvements at 204 airports around the country where air traffic control is not operated by the Federal Aviation Administration. The money would also make about 50 non-towered airports eligible for the construction of towers.

A separate bill pending in the House also would provide money for small airport improvements.

The Senate bill pertains primarily to towers and related equipment and the House bill focuses on radar. Both bills, however, would allow money to be used to upgrade radar devices.

J. Spencer Dickerson, executive vice president of the American Association of Airport Executives, said the Senate committee’s actions were a “big step forward” but called the House bill a more comprehensive approach.

“The Senate bill goes a long way in addressing safety issues, but we need to broaden it even further,” he said.

Paul Phillips, manager of the St. Lucie County International Airport, said he was pleased by the committee action.

“That’s a wonderful idea, and I hope it gets all the way from Washington to St. Lucie County International Airport,” Phillips said.

Phillips and St. Lucie County Administrator Doug Anderson met with Vero Beach airport officials Thursday to discuss ways the two communities could keep lobbying Congress to provide the money.

A radar to serve the two airports recently moved up to ninth on the Federal Aviation Administration’s priority list, and Phillips said he was hopeful.

“That seems to be very good news for us,” he said.

The issue of radar system replacement has recently become the source of contention between small airports and the FAA.

The agency plans to install new radar systems made by Raytheon in large airports to replace their current systems. The older units, Digital Bright Radar Indicator Tower Equipment, or D-Brite, would then be handed down to smaller airports. FAA spokesman Fraser Jones said there are more than 675 D-Brites in operations.

“The D-Brite is a vital tool in assisting with safe and efficient control of aircraft,” he said. “We’re working to get D-Brites in airports that don’t have them.”

Small airports now use a “see and be seen” system in which pilots announce their positions on a common frequency so controllers can ensure airspace.

## **AIRPLANE CRASH FUELS CONTROL TOWER DEBATE**

(reprinted from the *Orlando Sentinel*)

The fourth airplane crash in five months at Leesburg Regional Airport is again fueling debate about airport growth and a proposed air-traffic control tower.

The latest accident renews questions about whether the airport has enough current and projected traffic to warrant a control tower and whether having one would have

made a difference in the recent crashes.

City commissioners this week will discuss an agreement in which the state Department of Transportation would pay \$400,000 of the estimated \$500,000 needed to build a tower. The city would foot the remainder.

It remains unclear what caused Rex Shepherd's Cessna to slam into the airport's field Monday after trying to drop an aerial banner.

Shepherd, who operates the American Outdoor Aerial business from the Leesburg airport, suffered a broken wrist and multiple lacerations — the worst injuries so far in the string of accidents and near misses.

On Feb. 9, two planes collided on a runway. Both planes were landing southbound on one of the airport's two runways when one landed on top of the other, dragging the other plane before it came loose and flipped upside down.

On April 6, a Texas pilot had to make an emergency landing in Leesburg after the electrical system in his plane failed.

On April 19, an Orlando pilot instructing a student made a rough landing because he failed to put down the landing gear in the twin-engine Piper when he made a second approach.

Al Stone, an investigator with the National Transportation Safety Board, said the number of recent problems is not high for the time period.

Leesburg's Alun Jones, a pilot who owns hangar space at the airport, said the danger has been exaggerated.

"We don't have the traffic here [to need a control tower]," Jones said. "Maybe in five to 10 years it will really be needed, but not now."

Lowell Hinchee of Umatilla, a pilot who founded Foundation Fliers Inc., disagrees. Hinchee said Leesburg Regional stopped being a "country airport" six years ago.

"That place is dangerous and needs a tower," he said. "Human beings can only have so much alertness on their own. A tower makes sure everyone is communicating and is aware of what's going on on the airfield."

Pilots would have to radio tower personnel for clearance before landing or taking off from the airport.

Jacob Kertz, the airport's new manager, said the growth of activity at the airport has been "substantial" over the years.

He said there is far more business traffic and a greater mix of aircraft coming in, from single-engines to high-performance jets.

"If people were in contact with a tower, it would have prevented some of the incidents," Kertz said. "This growth at the airport has been substantial over the years. We have reached a point where we have to have a tower."

In addition to safety, proponents say, a tower could boost the city's business recruitment.

The last official numbers on the Leesburg airport are from a city master plan two years ago. In 1998, according to the master plan, 165 planes were based at the airport. They generated 103,462 takeoffs and landings.

By 2005, the city projects there will be 204 planes based at the airport and 114,400 takeoffs and landings annually.

After completing a traffic count and other analyses, the Federal Aviation Administration determined that the city is eligible for 92 percent of the funding to staff a control tower—if the cash is available.

Traffic count data from the analysis was not immediately available from the FAA.

Even though the state and FAA could dole out the lion's share of the cost to build and operate the tower, City Commissioner Lewis Puckett, a pilot who runs a business at the airport, still says a tower is unnecessary.

He said a tower would become a burden on taxpayers.

"Sooner or later, it's going to cost the taxpayers money," Puckett said. "The airport is very important, and if I thought we really needed a tower now, I would support it. I just don't know what the rush is."

City Commissioner David Knowles reflects a different viewpoint. He said he supports a tower "if the dollars are there."

## **SERCO MANAGEMENT SERVICES WINS PRAISE FOR BOZEMAN EVENT**

Serco Management Services recently received the following letter from the Bozeman (Mont.) Area Chamber of Commerce:

"On July 21 and 22, the Bozeman Area Chamber of Commerce held one of the largest, most successful air shows ever seen in Montana. I am proud to report that it was also one of the safest air events ever staged in our state. This was due in no small measure to the great effort and professionalism of your staff at the Bozeman tower. Throughout the weekend we heard many compliments to the tower over the radio. Please express our appreciation to Dean Phares and his crew for a job well done."

On a related note, Gallatin Field Airport Manager Ted Mathis added his praises to the work of the tower crew. He noted also that the two-day event drew more than 30,000 people and raised more than \$25,000 for United Way.

## **CONTRACT TOWER ASSOCIATION GAINS NEW MEMBERS**

The newest members of the U.S. Contract Tower Association (USCTA) are Concord (N.C.) Regional Airport and CML ATC Technologies.

Members of the USCTA Policy Board for 2001 are: Jack Schelter, A.A.E., deputy director of aviation at Phoenix Sky Harbor International Airport, Chair; Rick Baird, manager of Friedman Memorial Airport in Hailey, Idaho; Shane Cordes, president and CEO of Midwest ATC; Michael Covalt, manager of Flagstaff (Ariz.) Pulliam Airport; Bryan Elliott, A.A.E., executive director of the Charlottesville, Va., Albemarle Airport Authority; Bill Gatchell, C.M., airports supervisor, Lea County Airports, N.M.; James Hansford, A.A.E., manager of the Central Wisconsin Airport; Richard Howell, A.A.E., director of S.W. Georgia Regional Airport in Albany, Ga.; Lynn Kusy, executive director, Williams Gateway (Ariz.) Airport; Jerry O'Sullivan, manager, Greenbrier Valley Airport, W. Va.; Tim Rogers, A.A.E., executive director of Salina, Kan., Airport Authority; Ted Soliday, executive director of the Naples, Fla., Airport Authority; Steve Stockam, manager of Joplin, Mo., Regional Airport; Walt Strong, C.M., administrator, Max Westheimer (Okla.) Airport.

Spencer Dickerson, executive vice president of AAAE, is executive director of the USCTA. Consultants to USCTA are Linda Hall Daschle and Bert Randall of Baker Donelson Bearman & Caldwell; Patrick McCann of the Wexler Group, and Larry Barnett of AB Management Associates.

The following are the members of the association: state of Alaska, Hawaii Department of Transportation, Oregon Department of Aviation, Mobile Downtown Airport (Ala.), City of Phoenix Aviation Department (Ariz.), Mesa/Williams Gateway (Ariz.), Flagstaff (Ariz.) Pulliam Airport, Laughlin/Bullhead City, (Ariz.) International, Tucson (Ariz.) Airport Authority, Sacramento (Calif.) County Department of Airports, San Luis Obispo County Airport (Calif.), Modesto City-County Airport (Calif.), Los Angeles County Aviation Division (Calif.), Ramona Airport-County of San Diego (Calif.), San Diego (Calif.) Brown Field, Redding (Calif.) Municipal Airport, Salinas (Calif.) Municipal Airport, Santa Maria Public Airport

District (Calif.), Eagle County (Colo.) Regional, Waterbury-Oxford Airport (Conn.), Boca Raton Airport (Fla.), Jacksonville/Craig (Fla.) Airport, Kissimmee (Fla.), Martin County Stuart/Whitham Airport (Fla.), Naples Municipal Airport (Fla.), Titusville-Cocoa Airport (Fla.), Page Field (Fla.), Lakeland (Fla.) Linder Regional Airport, Vandenberg Airport (Tampa, Fla.), Southwest Georgia Regional Airport, Cobb County-McCollum Field Airport (Ga.), Friedman Memorial Airport (Idaho), Idaho Falls Regional Airport (Idaho), Pocatello Regional Airport (Idaho), Waukegan Regional Airport (Ill.), Quincy (Ill.) Municipal Airport, Southern Illinois Airport, St. Louis Regional Airport (Ill.), Williamson County Regional Airport (Ill.), Municipal Airport, Delaware County Airport (Muncie, Ind.), Johnson County Municipal Airport (Kan.), Salina Municipal Airport (Kan.), Manhattan (Kan.) Regional Airport, Garden City Regional Airport (Kan.), Paducah Airport (Ky.), Alexandria International Airport (La.), Salisbury-Ocean City Wicomico (Md.) Regional Airport, Martin State Airport (Md.), Westfield Barnes Airport (Mass.), Worcester (Mass.) Regional Airport, Minneapolis-St. Paul Metropolitan Airports Commission (Anoka County Airport), St. Cloud Regional Airport (Minn.), W.K. Kellogg Airport (Mich.), Jackson Municipal (Miss.), Columbia Regional Airport (Mo.), Joplin Regional Airport (Mo.), Jefferson City Memorial Airport (Mo.), Rosecrans Memorial Airport (Mo.), Glacier Park (Mont.) International, Gallatin Field (Mont.), Missoula (Mont.), Central Nebraska Regional Airport, Henderson (Nev.) Executive Airport, Lebanon (N.H.) Municipal, Nashua (N.H.) Airport Authority, Lea County Airports (N.M.), Concord Regional Airport (N.C.), Craven Regional Airport (N.C.), Kinston Regional Jetport (N.C.), Hickory Regional Airport (N.C.), Smith Reynolds Airport (N.C.), Bolton Field (Ohio), Cleveland Burke Lakefront Airport (Ohio), Cuyahoga County Airport (Ohio), Cincinnati Municipal-Lunken Airport (Ohio), Ohio State University Airport (Ohio), Max Westheimer Field (Okla.), Redmond Municipal Airport (Ore.), Rogue Valley (Ore.) International, Arnold Palmer Regional Airport (Latrobe, Pa.), Greenville Downtown Airport (S.C.), Hilton Head (S.C.), Horry County Department of Airports (Myrtle Beach, S.C.), Smyrna Rutherford County (Tenn.), Jackson Madison County Airport (Tenn.), Arlington Municipal Airport (Texas), Denton Municipal Airport (Texas), Stinson Municipal Airport (Texas), Laredo International Airport (Texas), Harlingen Valley International (Texas), Brownsville/South Padre Island International (Texas), Grand Prairie Municipal Airport (Texas), Charlottesville-Albemarle Airport (Va.), Lynchburg Regional Airport (Va.), Spokane (Wash.), Walla Walla Municipal Airport (Wash.), Olympia Airport

(Wash.), Wheeling-Ohio County Airport (W.Va.), Greenbrier Valley Airport (W.Va.), Wood County Airport (W.Va.), Chippewa Valley (Wis.) Regional Airport, Kenosha Regional Airport (Wis.), Milwaukee Timmerman (Wis.) Airport, LaCrosse Municipal (Wis.), Central Wisconsin Airport (Wis.), Outagamie County Regional Airport (Wis.), Waukesha County Airport (Wis.), Cheyenne Airport (Wyo.), Jackson Hole Airport (Wyo.), AJT & Associates Inc., American Airport Technologies, CML ATC Technologies, Frequentis USA, Litton Denro, Midwest Air Traffic Control Services Inc., Lockheed Martin ATM, Serco Management Services, Marsh USA, Quadrex Associates and RVA Inc.

## **TRENTON-MERCER AIRPORT RECEIVES PERFECT SCORE**

The Trenton-Mercer (N.J.) Airport received a perfect score from an FAA certification inspection that was conducted in July, according to an announcement from Mercer County.

According to the announcement, "Few airports ever attain this level of accomplishment. Of the 68 airports evaluated in the eastern region, only a few garnered the same honor.

"It's clear that our county airport is quickly becoming a first-class facility," Mercer County Executive Robert D. Prunetti said. "Our airport staff is doing an excellent job ensuring that it remains a valuable asset to keep our regional economy strong."

The extensive inspection, completed annually at commercial service airports, investigates all areas of airport operations and airfield safety compliance to ensure federal regulations are being observed. The Trenton-Mercer Airport actually exceeded many standards, the announcement said. FAA inspectors congratulated airport officials on their ingenuity, attention to detail, record keeping and overall management abilities.

In a letter from the FAA to Airport Manager, Justin Edwards, the inspector stated that Trenton-Mercer Airport is "to be commended for the procedures that are used in the day-to-day operation of the airport. The appearance of the airport indicates that they are effective. The team effort shown by your staff exemplifies the core of a healthy self-inspection program."

In addition, the air traffic control tower received a 99 percent out of 100 percent score on its FAA full facility evaluation. According to FAA's contractor of air traffic control services, RVA, Inc., this is one of the highest scores ever received by any of their facilities in more than six years of providing their services.

An official from RVA, Inc. stated, "The controllers

at the Trenton-Mercer tower take seriously the rules and procedures set forth by the FAA and RVA to provide for the safest, most efficient air traffic anywhere. It all adds up to quality air traffic control, and the controllers at Trenton reflect that high standard."

Airport Manager Justin Edwards is extremely grateful for the efforts of all the staff members who had a part in this recent success, the county's announcement stated. "The FAA's certification reinforces what I have said for years, that Trenton-Mercer Airport truly is one of the best aviation facilities in the Northeast."

"My hope is that this will bring attention to the positive attributes of our airport and why we want to build a new terminal building to further enhance our airport," Prunetti added. "The people of our county want additional convenient, low-cost air travel options. We have a first-class airport and we should have first-class travel options."

## **SERCO CONTROLLERS CITED FOR SUPPORT OF AIR FORCE PROGRAM**

Air traffic controllers at Phoenix-Goodyear (Ariz.) Municipal Airport, employed by Serco Management Services, were recently cited for their "outstanding support" of an Air Force program.

In a letter to Serco Management Services, Air Force Brig. Gen. Wilbert Pearson expressed his "sincere thanks" for the tower crew's support of the Radar Test Bed flight test program.

Pearson explained that the Radar Test Bed "is a highly modified 737-200 aircraft. The aircraft was modified at the Phoenix-Goodyear airfield and due to its extensive modifications and the use of local maintenance support, several high-risk test flights needed to be conducted from Goodyear. Local Air Force and civil fire department support and several on-airfield ground crews were required to support these test missions. The potential for poor flying qualities or other emergencies dictated the need for special consideration during takeoff and landing, which impacted the sequencing of aircraft in and out of Goodyear. Goodyear, of course, supports extensive German initial flight training, which floods its pattern with student pilots nearly all day.

"Mr. John Mueller of Serco Management Services manages the tower at Goodyear. John and his crew (Dana Dore, Laro Nickel, Brian Moody and Jennifer Bartley) did a fantastic job working with our flight test personnel to help minimize the impact on Goodyear operations while ensuring these test missions were conducted safely and smoothly. They understood the critical nature of a first flight takeoff and landing and helped ease the Radar

Test Bed crew's workload immensely by clearing the pattern, allowing the crew to focus on safely flying the aircraft. They did this professionally and with enough notice to other airmen to ensure the impact on other Goodyear traffic was minimized. During all of the flights, John's people stepped up to the plate nicely and ran a smooth, safe operation. Our hats off to a well-run airfield led by Mr. Mueller.

"The Radar Test Bed presented a challenge that most tower managers will never have to face. The folks in the Goodyear tower handled this challenge with ease. Please make sure that our most sincere thanks are passed onto these fine people."

### **CD AVAILABLE ON CONTRACT TOWER BENEFIT/COST MODEL**

FAA has made available a computer disc (CD) of the contract tower benefit-cost (b/c) model that includes all airports that are in the terminal area forecast (TAF).

If you would like a copy of the CD and the summary description of the b/c program, please send an e-mail to Spencer Dickerson at [spencer.dickerson@airportnet.org](mailto:spencer.dickerson@airportnet.org) with your name and complete mailing address. The price is \$30 per copy.

FAA has done a good job in making this CD program as "user friendly" as possible. However, please note that AAAE or FAA do not have the resources/staff available to answer technical questions about this CD. If you need technical assistance, please e-mail Spencer Dickerson for the names of consultants you may contact.

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